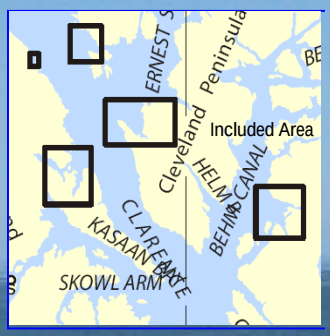
BookletChart™

Harbor Charts –
Clarence Strait and Behm Canal

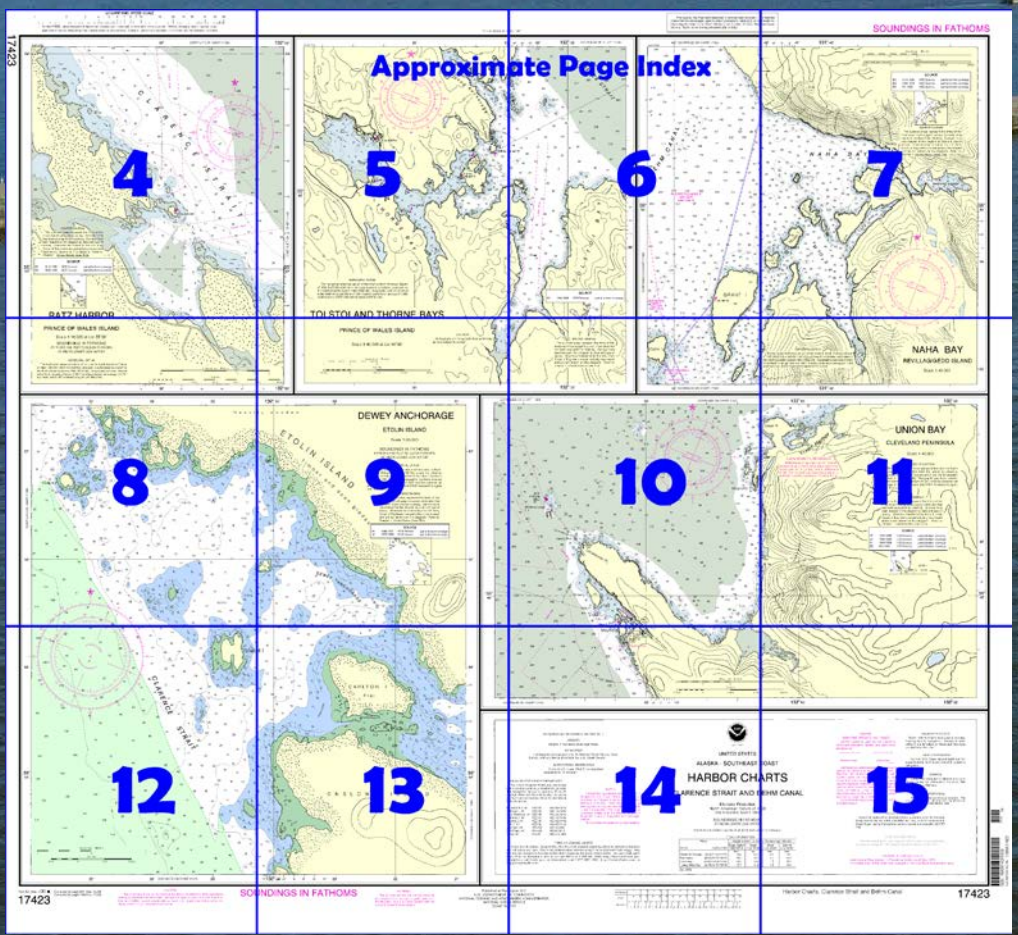
NOAA Chart 17423

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

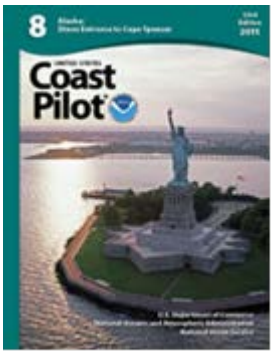
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17423.

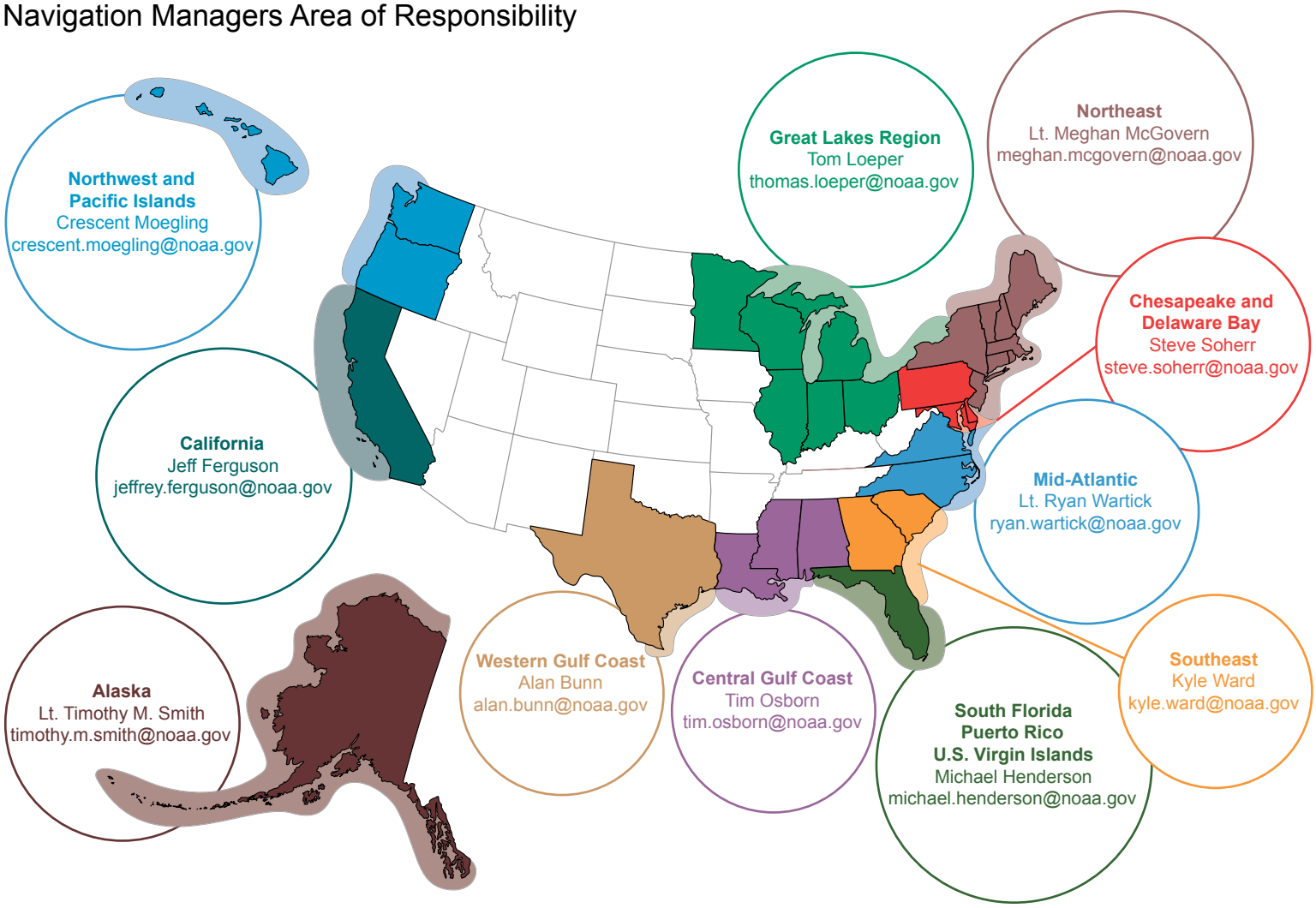


(Selected Excerpts from Coast Pilot)
Behm Canal borders the E, N, and W sides of Revillagigedo Island; its E entrance, between **Point Sykes** and **Point Alava**, is about 5.7 miles NNE of Mary Island Light. The W entrance of the canal between Point Higgins and Caamano Point is about 2 miles N of Guard Islands Light; the distance from the E entrance to the W entrance through Revillagigedo Channel and Tongass Narrows is about 30 miles; the length of the canal from entrance to entrance is about 100 miles. It was reported that in the winter there are strong N blows and that small boats often ice up in Behm Canal.
Naval **restricted** areas are in Behm Canal along the W side of Revillagigedo Island. (See **334.1275**, chapter 2, for limits/regulations.)
Currents.–The flood current enters Behm Canal at each end and meets somewhere in the vicinity of Burroughs Bay. In general the currents are not very strong, ordinarily from 1 to 1.4 knots. Tide rips generally occur on the ebb at the mouths of the various tributaries. During the ebb a strong W set is noticed in Behm Canal at the entrance to Naha Bay. (See the Tidal Current Tables for daily predictions in Behm Canal.) In the early summer, milky colored water extends from Burroughs Bay to the W end of Gedney Island and up into Yes Bay. This is the result of the glacial silt carried down by the rivers emptying into Burroughs Bay.
The cove E of **Roe Point**, on the E shore, is a fair anchorage for small craft in 5 to 10 fathoms, soft bottom.
Indian Point marks the N entrance to Naha Bay. The country N of the point is heavily wooded. The shore is rocky and generally steep-to.
Naha Bay, on the E side of Behm Canal about 11.5 miles NE of Caamano Point, is a popular sports fishing and hunting area. The bay and its approaches are clear. **Loring** is a village on the N side near the head of the bay. **Cache Island**, round and wooded, is near the middle of Naha Bay and has deep water on all sides with the exception of a 9-fathom spot about 0.3 mile W of the island.
The usual anchorage is just below the ruins of an old wharf about 300 yards from the shore of the village, in 19 fathoms, mud bottom. The shore in front of the village should not be approached closer than 100 yards. Small craft can find anchorage in the small bay N of **Dogfish Island** where shelter is had from any SW squalls. The bight E of the village is practically dry at low water. A State-maintained L-shaped small-craft float and a seaplane float joining it at the SE end are at the head of the cove W of the wharf in ruins.
Roosevelt Lagoon is a body of brackish water that is connected to Naha Bay through a tiderace only at extreme high water. The passage is dangerous and should not be used without local knowledge. Small barges at one time made this passage.
Moser Bay, an indentation in Revillagigedo Island, is separated from Naha Bay by **Cedar Island**, **Moser Island**, and **Stack Island**. Good anchorage for small craft is found in 7 fathoms in the small bight in the NW part of the bay; for larger craft in 20 fathoms at the head of the bay. A reef makes off SE from **Cod Point**.
Dewey Anchorage, on the NE side of Clarence Strait opposite Ratz Harbor, can be used as a summer anchorage, but the bottom is irregular and rocky; there are several dangers in the entrance and the protection is poor. **Gull Point**, the NW extremity of Onslow Island, is the SE point at the entrance. A rock awash is about 200 yards NW of the point, and a reef, marked by kelp and covered by 1½ feet of water, is 0.6 mile SW of it. **Carlton Island** is the larger island NE of Gull Point; a shoal extends 350 yards SW from its W end. **Mabel Island**, about 0.2 mile in diameter, is about 0.8 mile NW of Gull Point; a reef covered at half tide and without kelp is 0.6 mile SSW of the island; two reefs that bare are about 0.8 mile to the NW. The channel between the reefs to the NW has a least depth of 17 feet; a rock awash is 0.1 mile S of the E reef. **Center Island**, about 0.1 mile in diameter, is about midway between Mabel Island and the N shore of Dewey Anchorage. A shoal with a least depth of 23 feet is between Center and Mabel Islands. A reef extends about 75 yards off the NE side of Center Island; a rock awash is just off the end of the reef. A shoal with a least depth of 20 feet is 0.5 mile SE of Center Island. The area between Center Island and the N shore of Dewey Anchorage is shoal and has a least depth of 21 feet.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

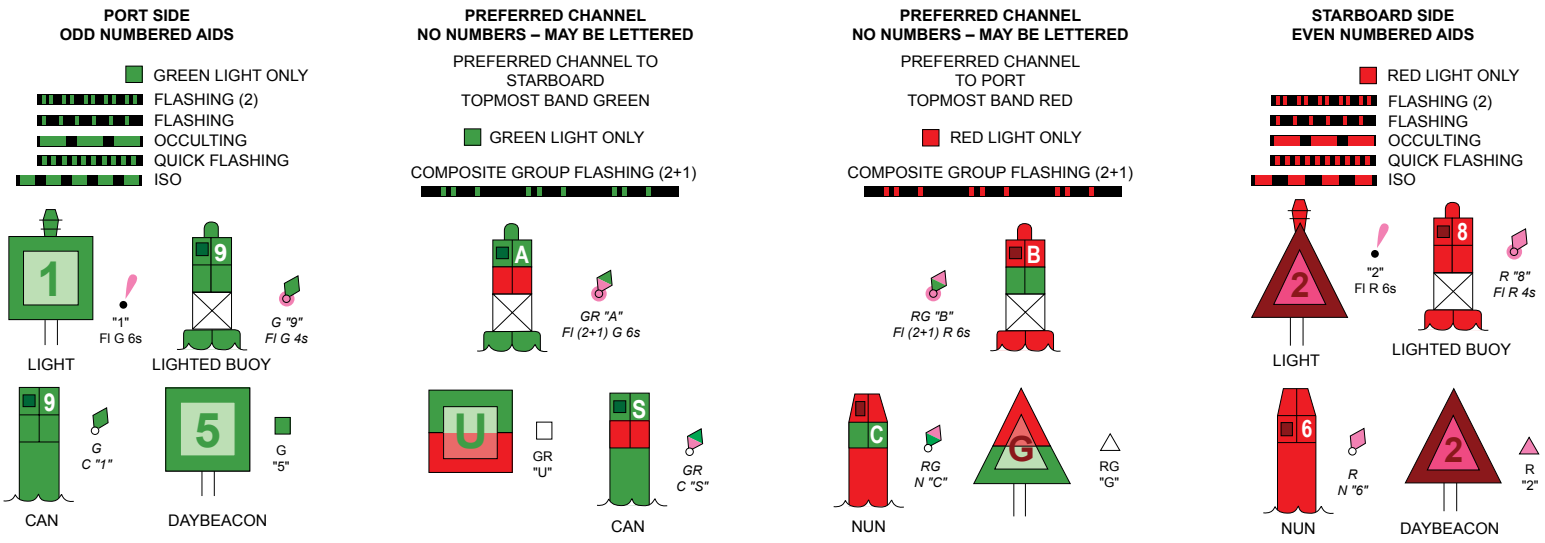


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

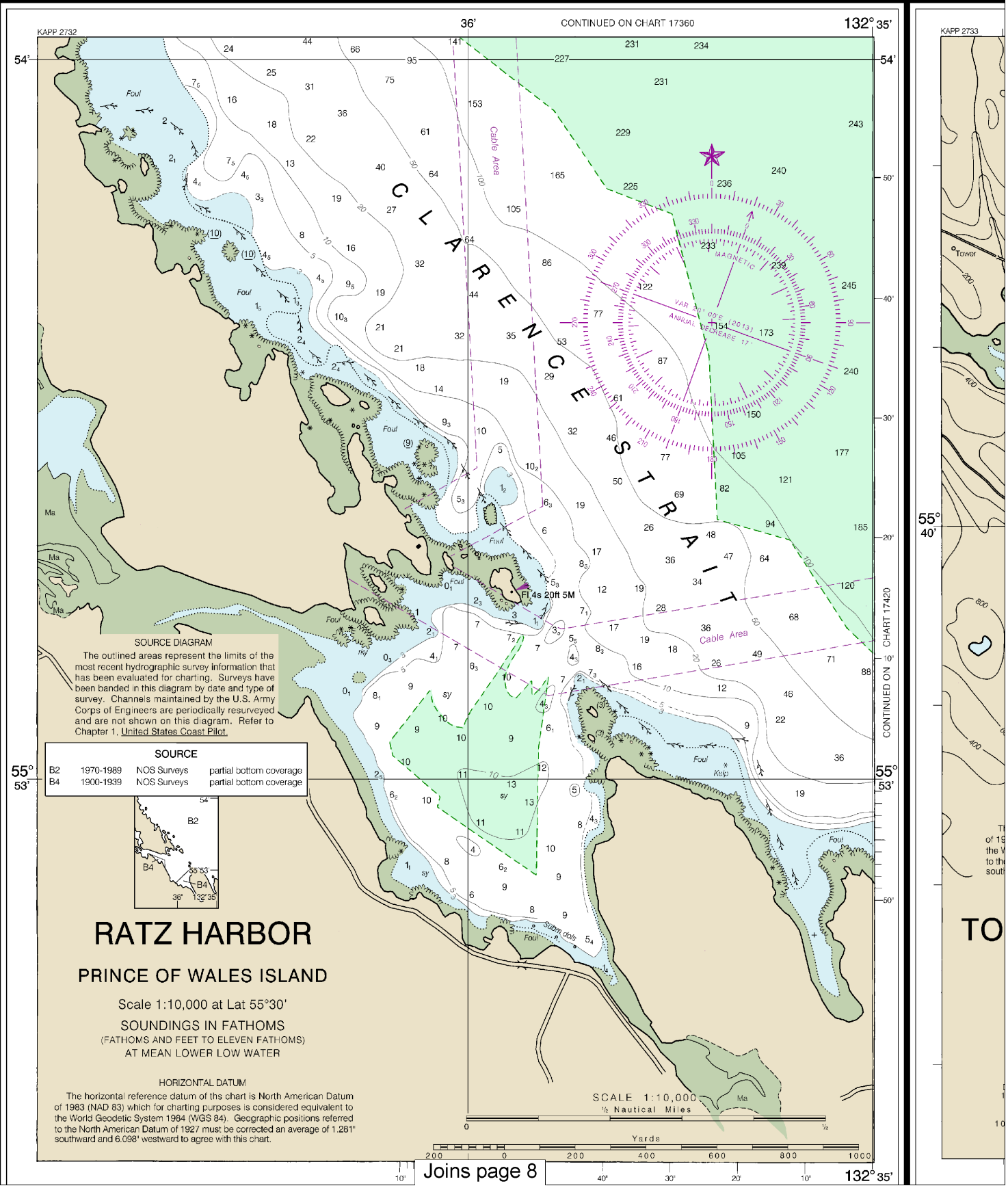
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

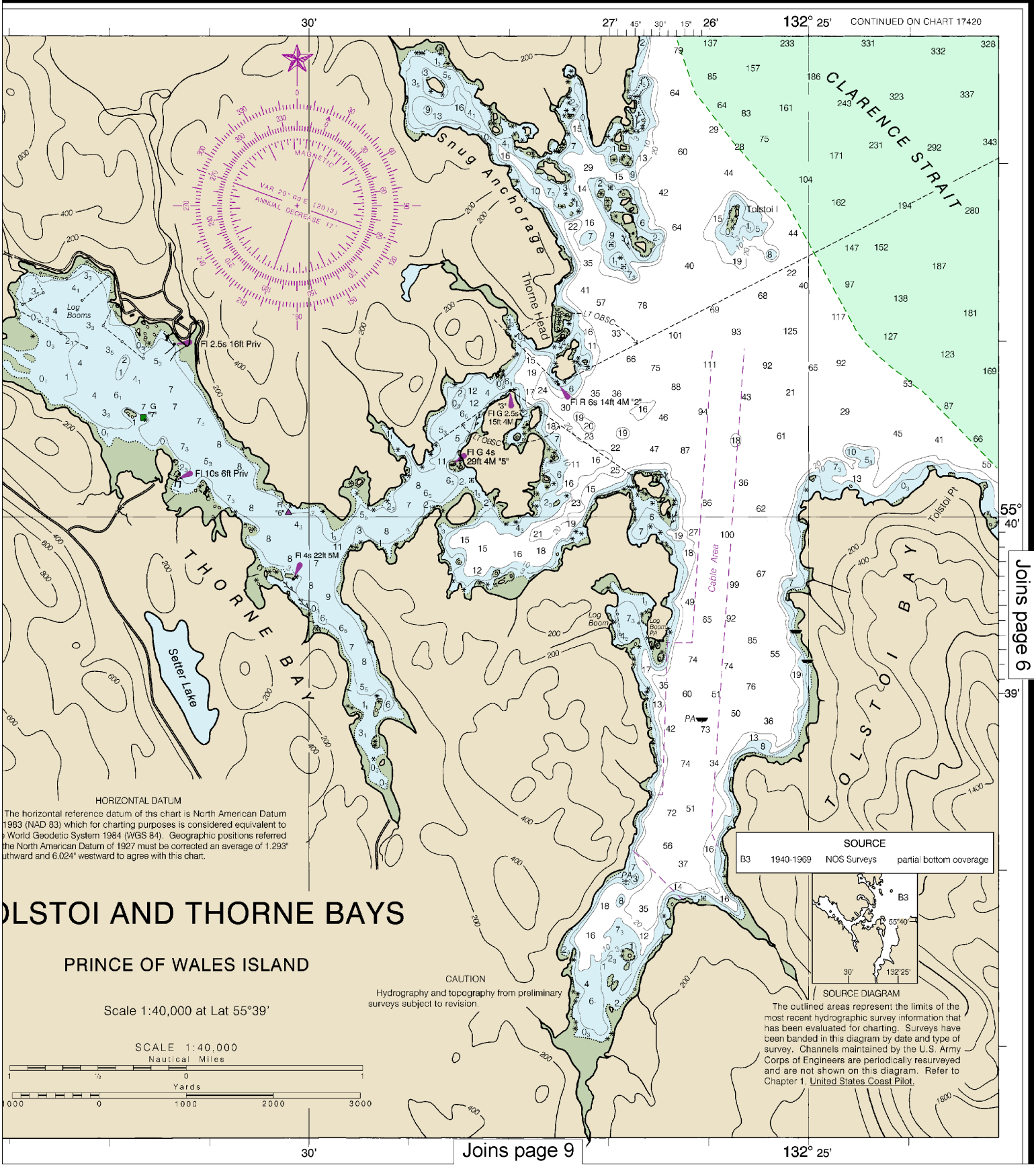


Note: Chart grid lines are aligned with true north.

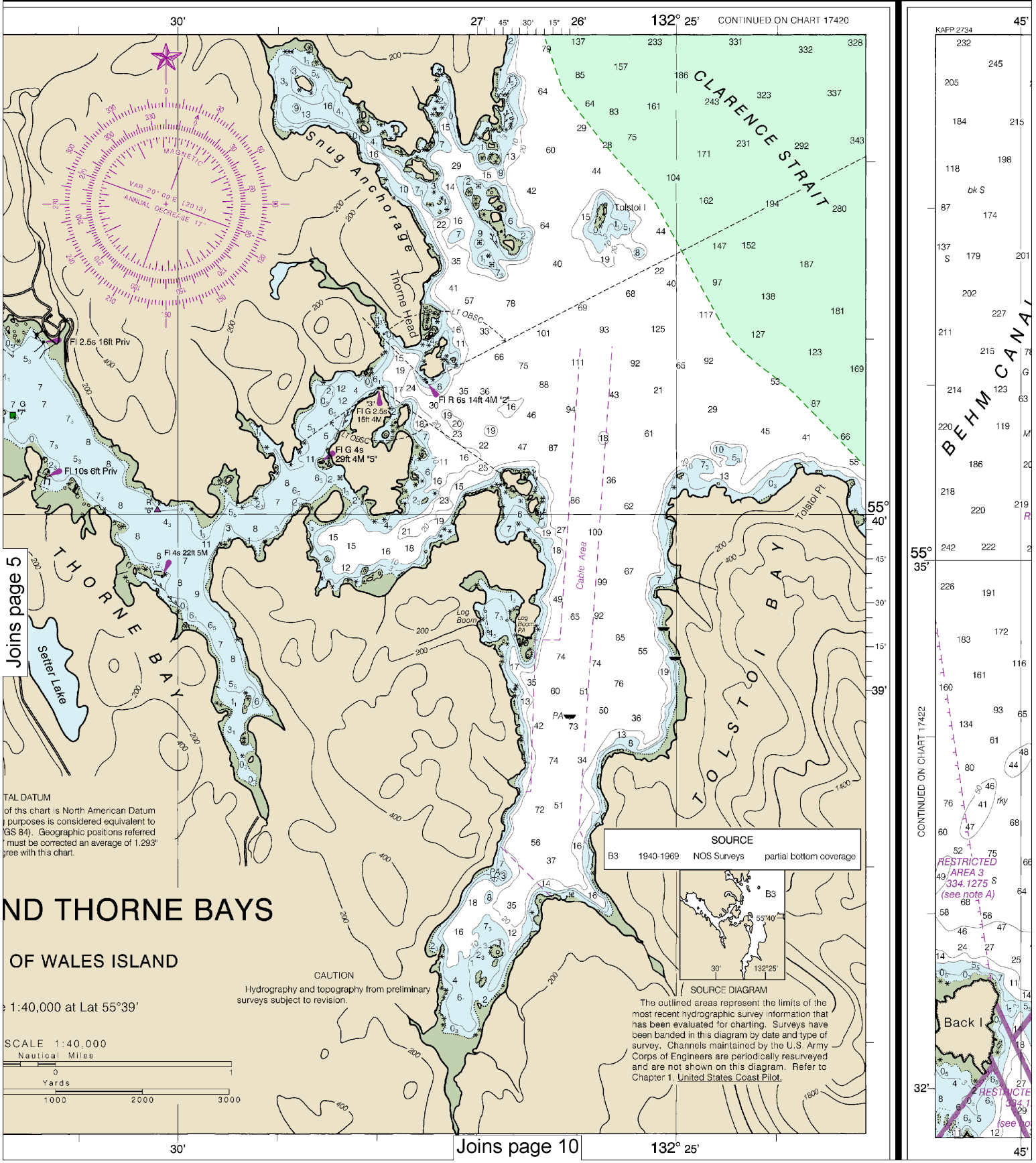
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

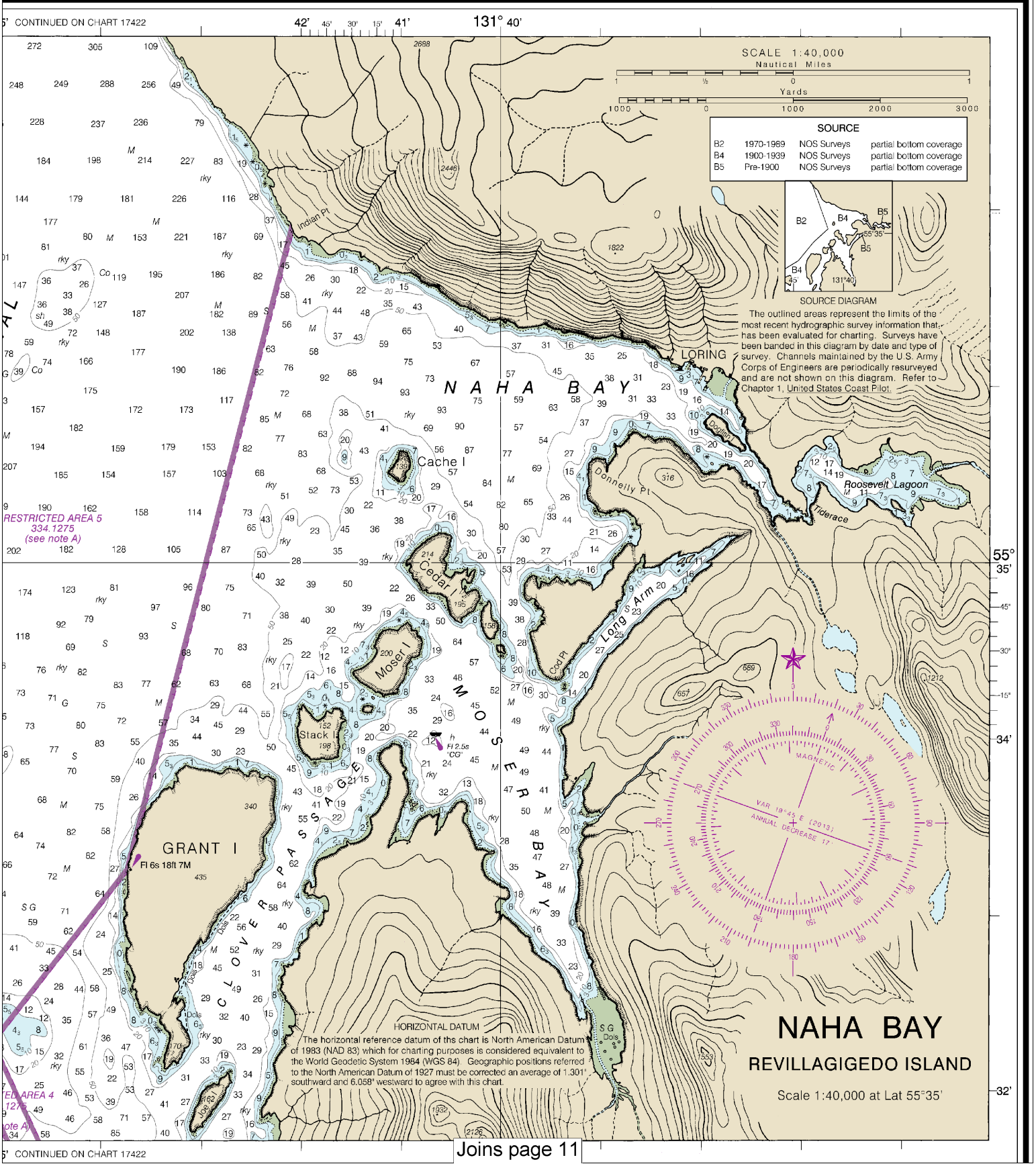
Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

SOUNDINGS IN FATHOMS

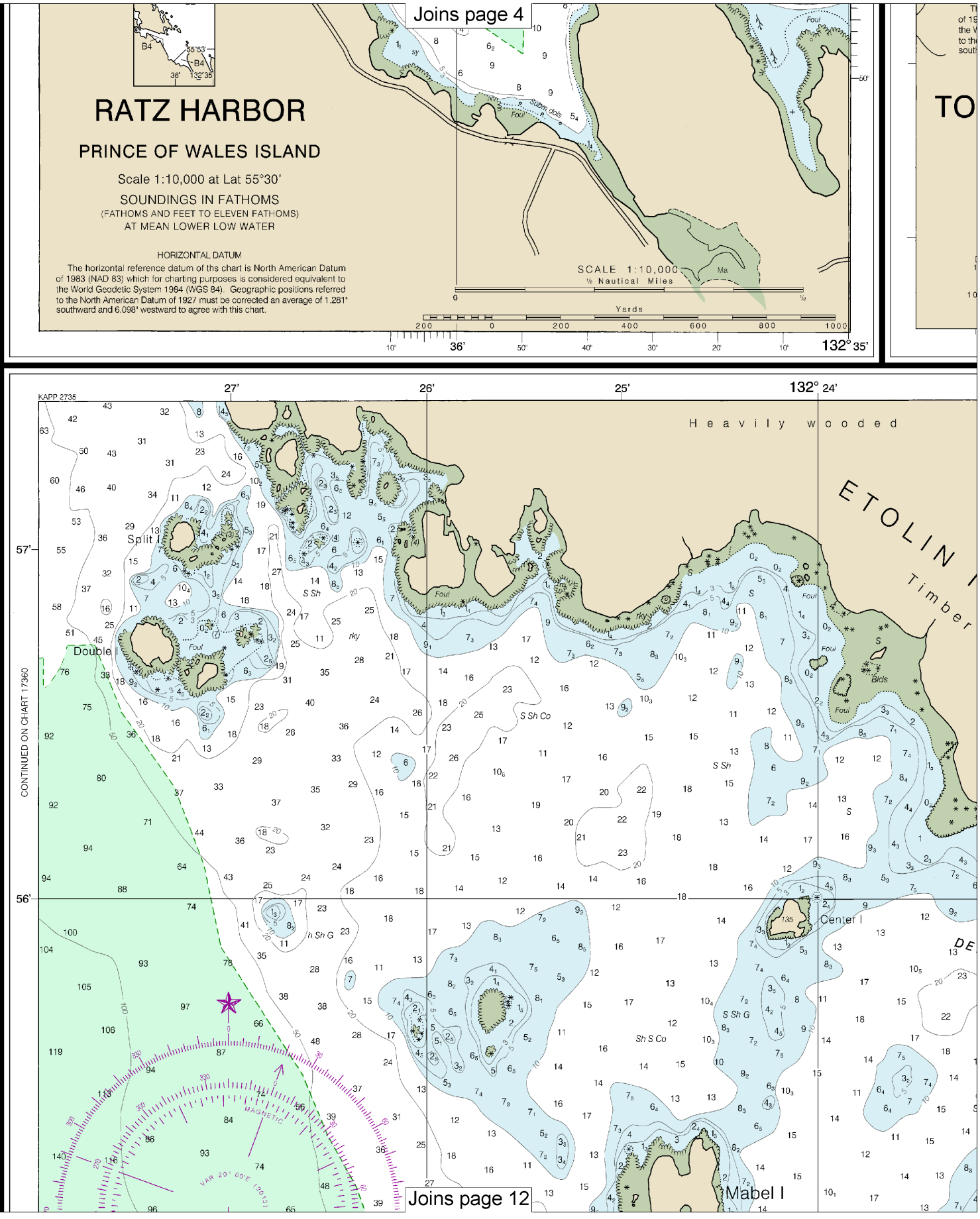
(FATHOMS AND FEET TO 11 FATHOMS)



Joins page 11

hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 4/22/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



8

Note: Chart grid lines are aligned with true north.

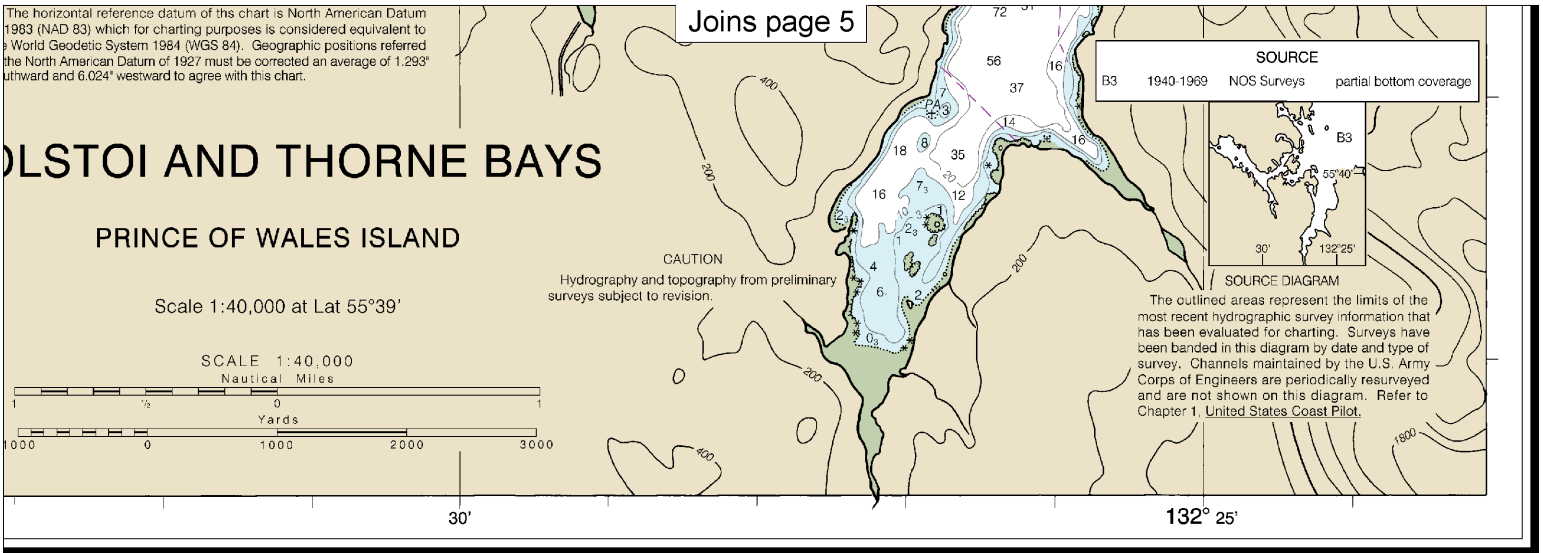
Printed at reduced scale. ~~SCALE 1:20,000~~ Nautical Miles

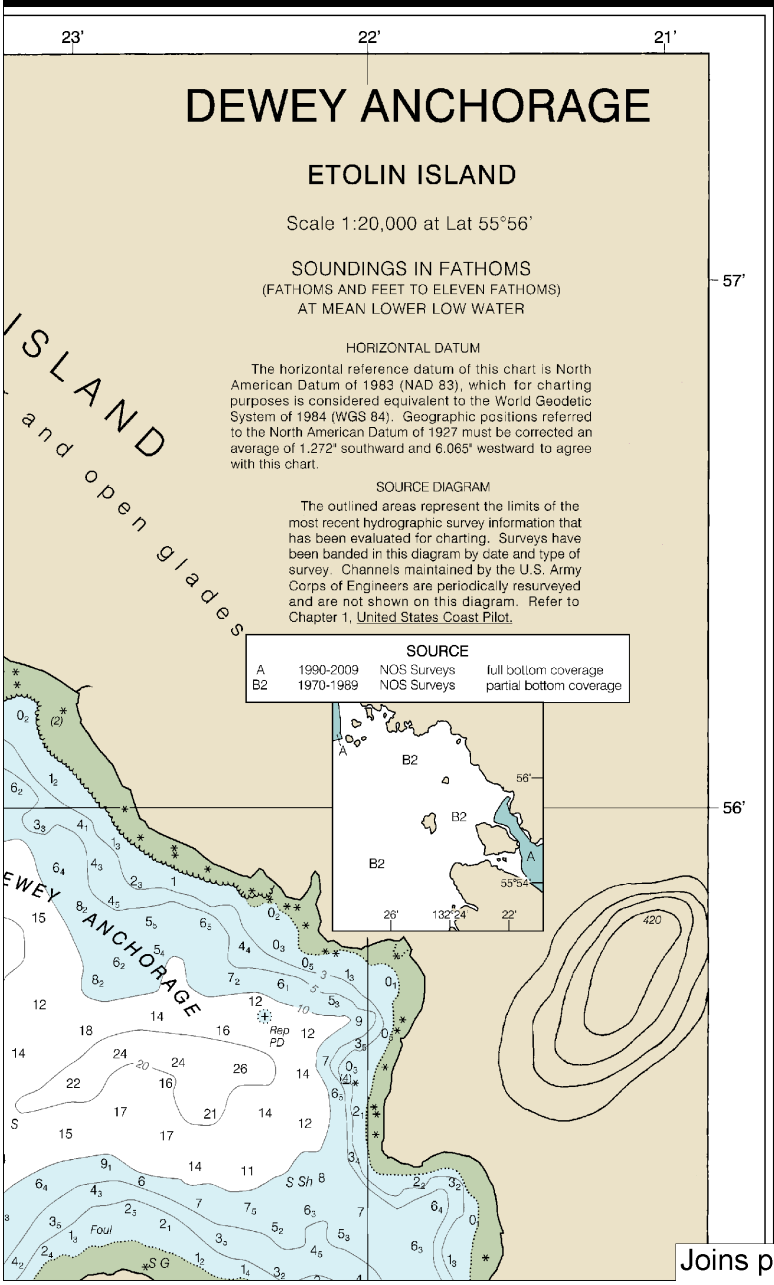
See Note on page 5.

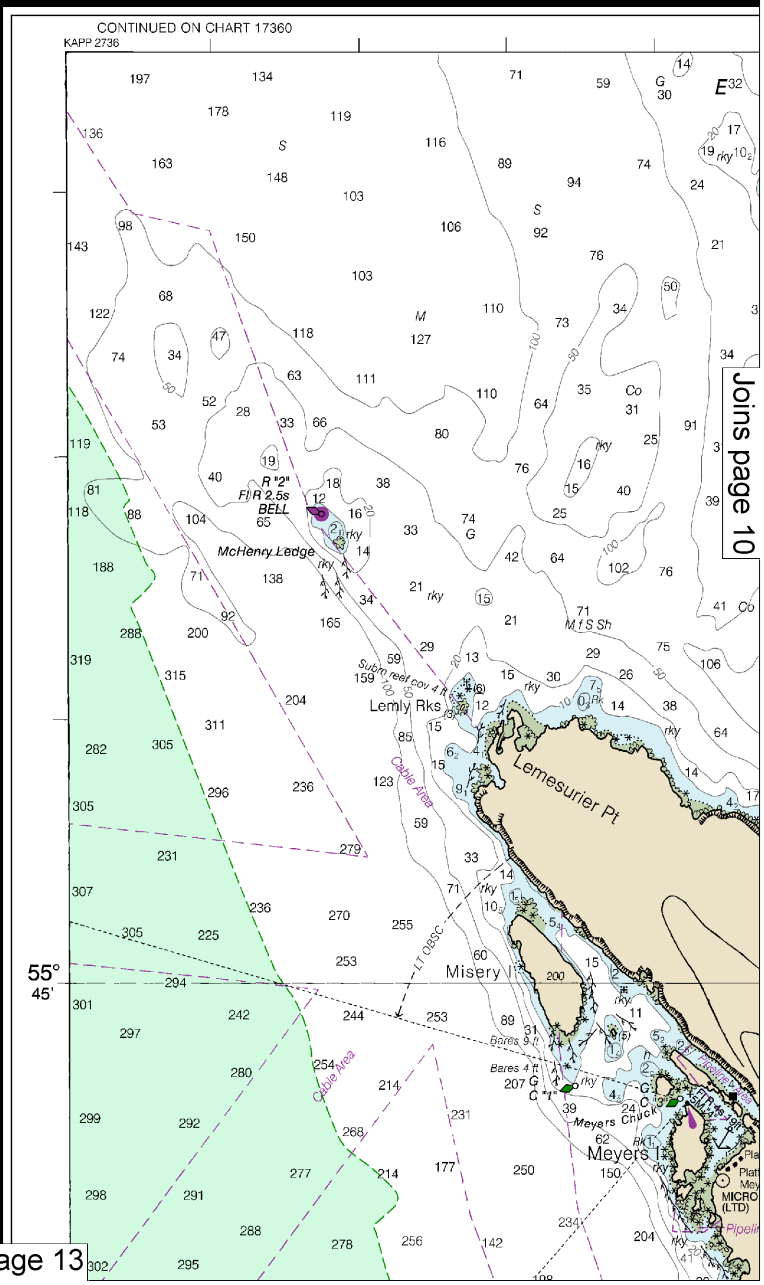
0 1 1½

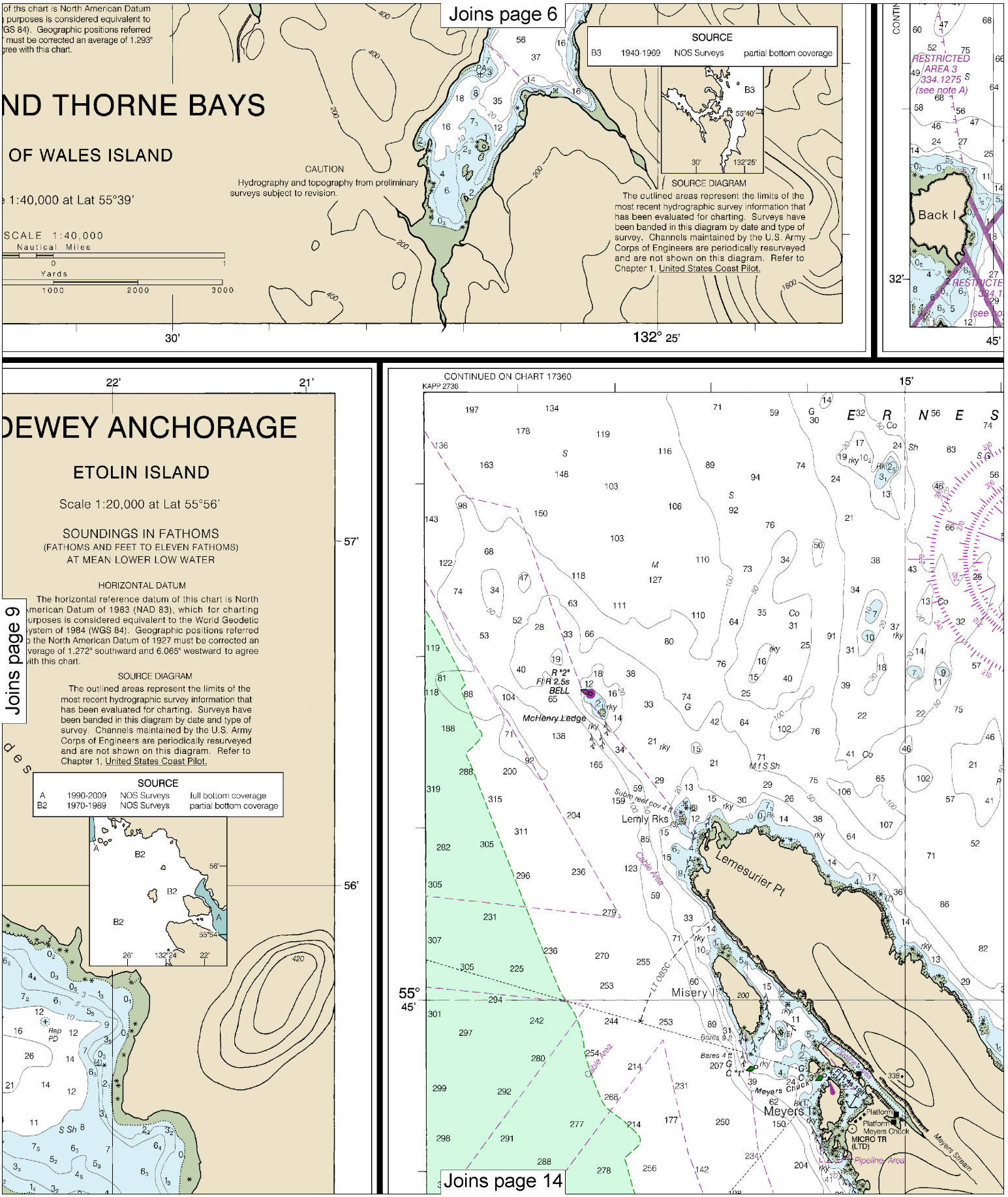
Yards

500 0 500 1000 1500 2000 2500

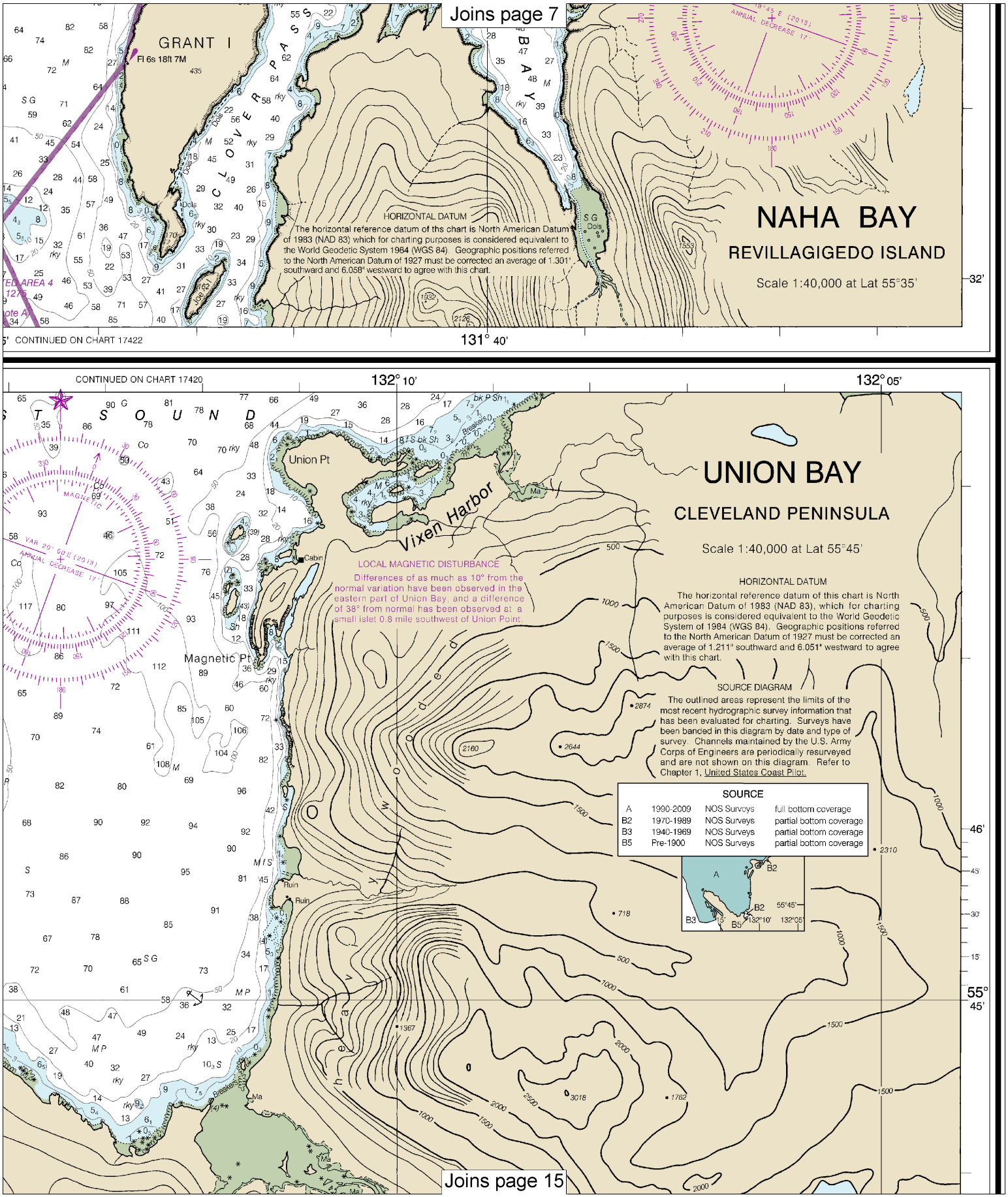

The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.293" southward and 6.024" westward to agree with this chart.
Joins page 5
OLSTOI AND THORNE BAYS
PRINCE OF WALES ISLAND
Scale 1:40,000 at Lat 55°39'
SCALE 1:40,000
Nautical Miles
Yards
CAUTION
Hydrography and topography from preliminary surveys subject to revision.
SOURCE
B3 1940-1969 NOS Surveys partial bottom coverage
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.
30'
132° 25'


23'
22'
21'
DEWEY ANCHORAGE
ETOLIN ISLAND
Scale 1:20,000 at Lat 55°56'
SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.272" southward and 6.065" westward to agree with this chart.
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.
SOURCE
A 1990-2009 NOS Surveys full bottom coverage
B2 1970-1989 NOS Surveys partial bottom coverage
ISLAND
and open glades
EWEY ANCHORAGE
S Sh
Foul
S G
57'
56'
Joins page 13


CONTINUED ON CHART 17360
KAPP 2736
Joins page 10
McHenry Ledge
R "2"
Fl R 2.5s
BELL
Lemly Rks
Lemesurier Pt
Misery I
Meyers I
Meyers Chuck
Cable Area
Subm reef cov 4 ft
LT 085°C
M f S Sh
55°
45'



Note: Chart grid lines are aligned with true north.


Joins page 7
GRANT I
Fl 6s 18ft 7M
CLOVER PASS
BAY
HORIZONTAL DATUM
The horizontal reference datum of ths chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.301" southward and 6.058" westward to agree with this chart.
NAHA BAY
REVILLAGIGEDO ISLAND
Scale 1:40,000 at Lat 55°35'
32'
CONTINUED ON CHART 17422
131° 40'
CONTINUED ON CHART 17420
132° 10'
132° 05'
SOUND
Union Pt
Vixen Harbor
Magnetic Pt
Cabin
Ruin
UNION BAY
CLEVELAND PENINSULA
Scale 1:40,000 at Lat 55°45'
LOCAL MAGNETIC DISTURBANCE
Differences of as much as 10° from the normal variation have been observed in the eastern part of Union Bay, and a difference of 38° from normal has been observed at a small islet 0.8 mile southwest of Union Point.
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.211" southward and 6.051" westward to agree with this chart.
SOURCE DIAGRAM
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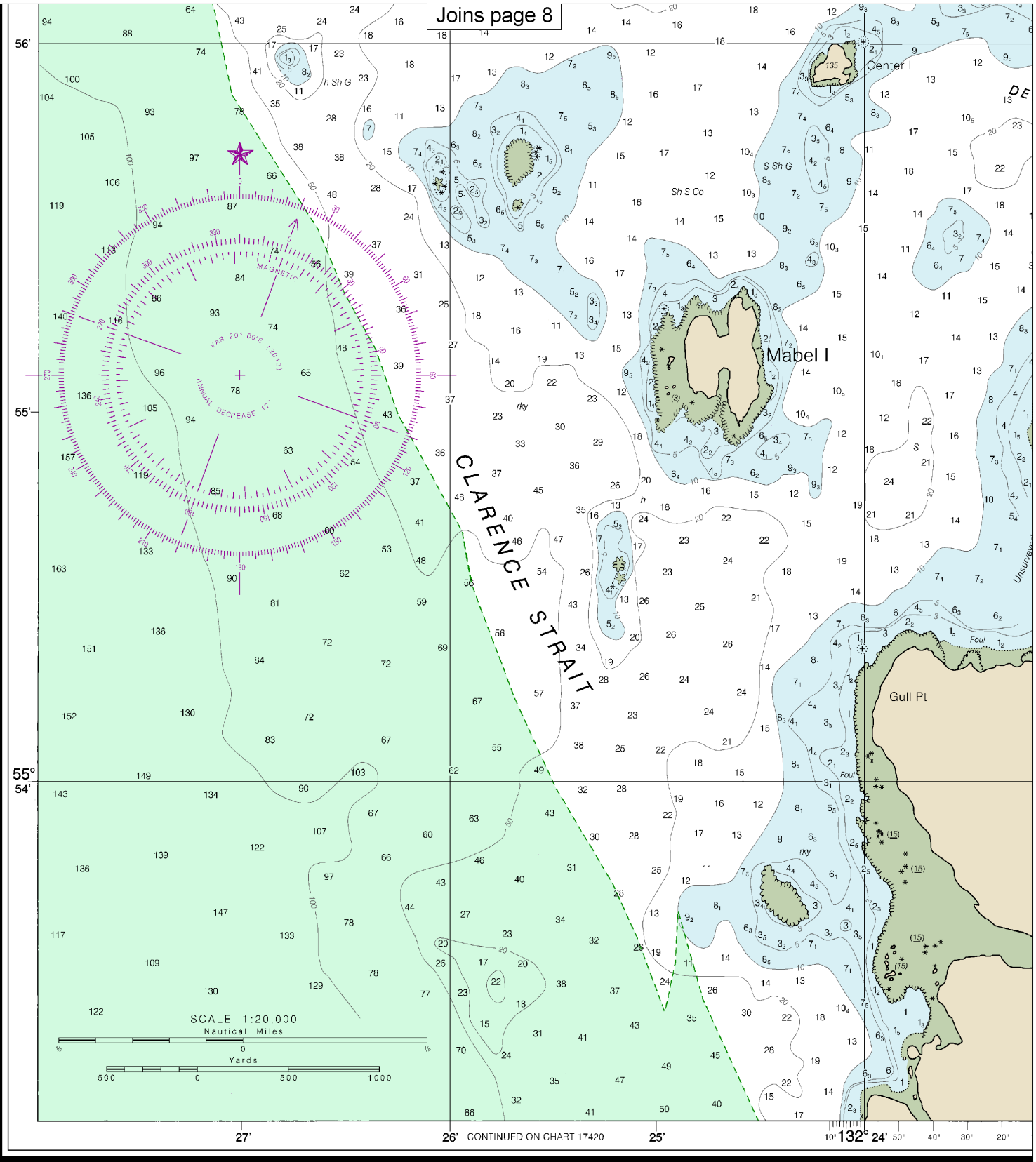
SOURCE
A 1990-2009 NOS Surveys full bottom coverage
B2 1970-1989 NOS Surveys partial bottom coverage
B3 1940-1969 NOS Surveys partial bottom coverage
B5 Pre-1900 NOS Surveys partial bottom coverage
55°45'
132°10'
132°05'
46'
45'
30'
15'
55° 45'
Joins page 15



15th Ed., Sep. 2013

17423

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 4/22/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

SOUNDINGS IN FA

(FATHOMS AND FEET TO 11 FATH

12

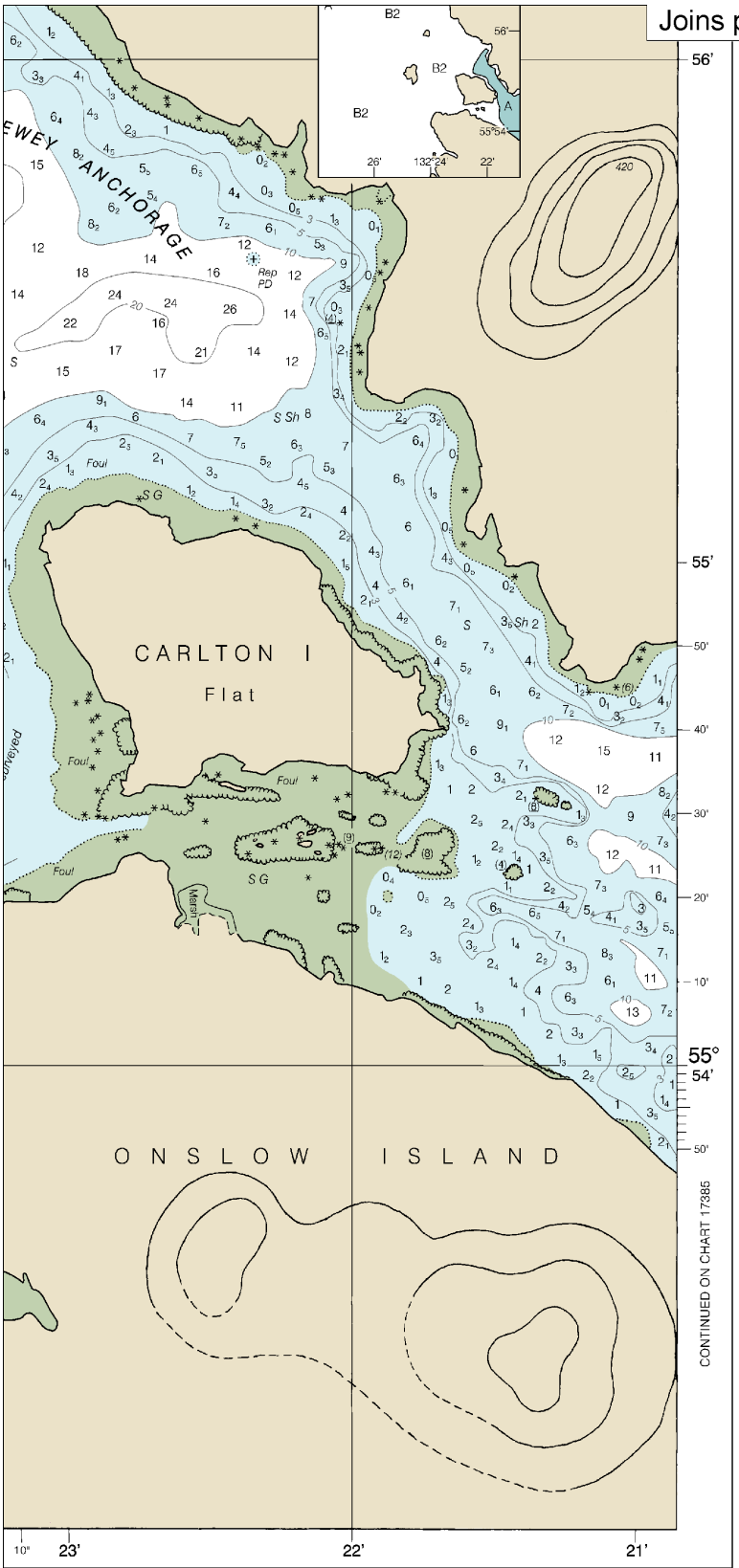
Note: Chart grid lines are aligned with true north.

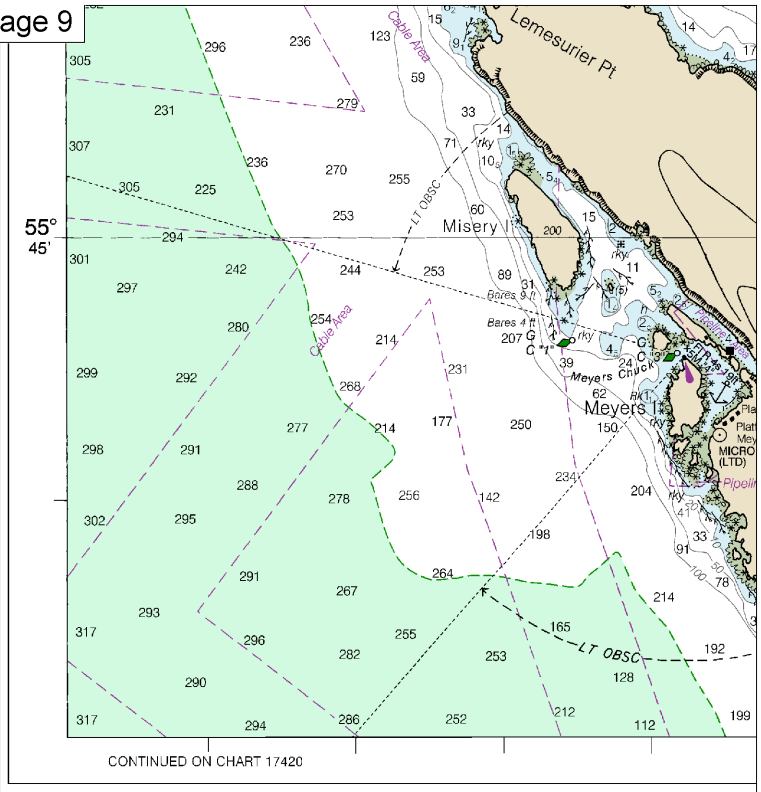
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500

Joins page 9





For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwan I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Gravina I, AK	KZZ-96	162.525 MHz
Duke I, AK	KZZ-92	162.450 MHz
Wrangell, AK	WXJ-83	162.400 MHz
Ketchikan, AK	WXJ-26	162.550 MHz
Craig, AK	KXI-80	162.475 MHz

NOTE A

Navigation regulations are published Chapter 2, U.S. Coast Pilot 8. Additions revisions to Chapter 2 are published in t Notice to Mariners. Information concerni the regulations may be obtained at the Offi of the Commander, 17th Coast Guard Distr in Juneau, Alaska, or at the Office of the Distr Engineer, Corps of Engineers in Anchorag Alaska.

Refer to charted regulation section numbe

Joins page 14

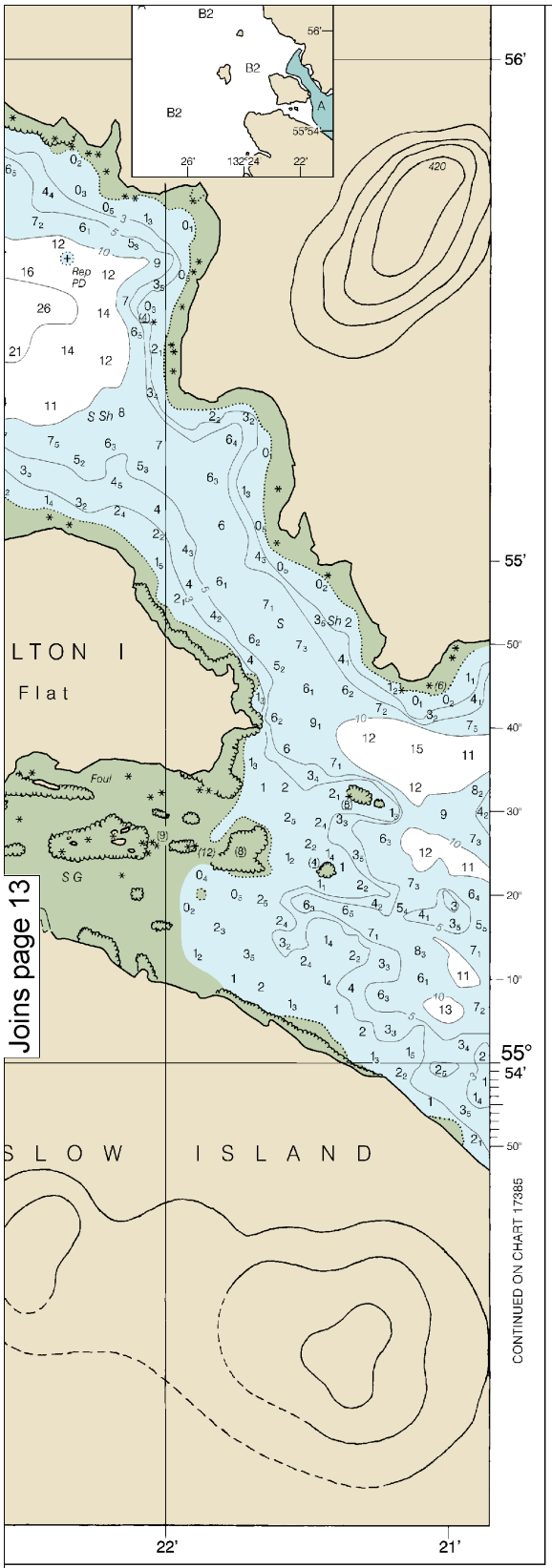
ATHOMS
(THOMS)

WARNING

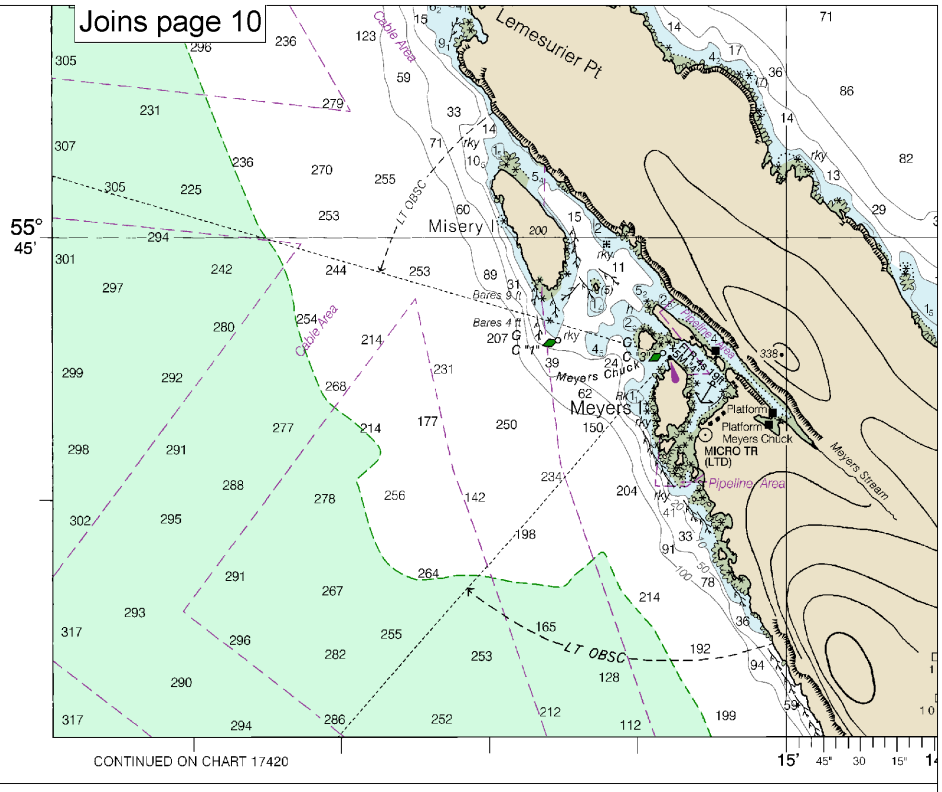
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1
FEET	6
METERS	1 2



Joins page 10



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Ketchikan, AK	WXJ-26	162.550 MHz
Craig, AK	KXI-80	162.475 MHz

NOTE A

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Refer to charted regulation section numbers.

CL

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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

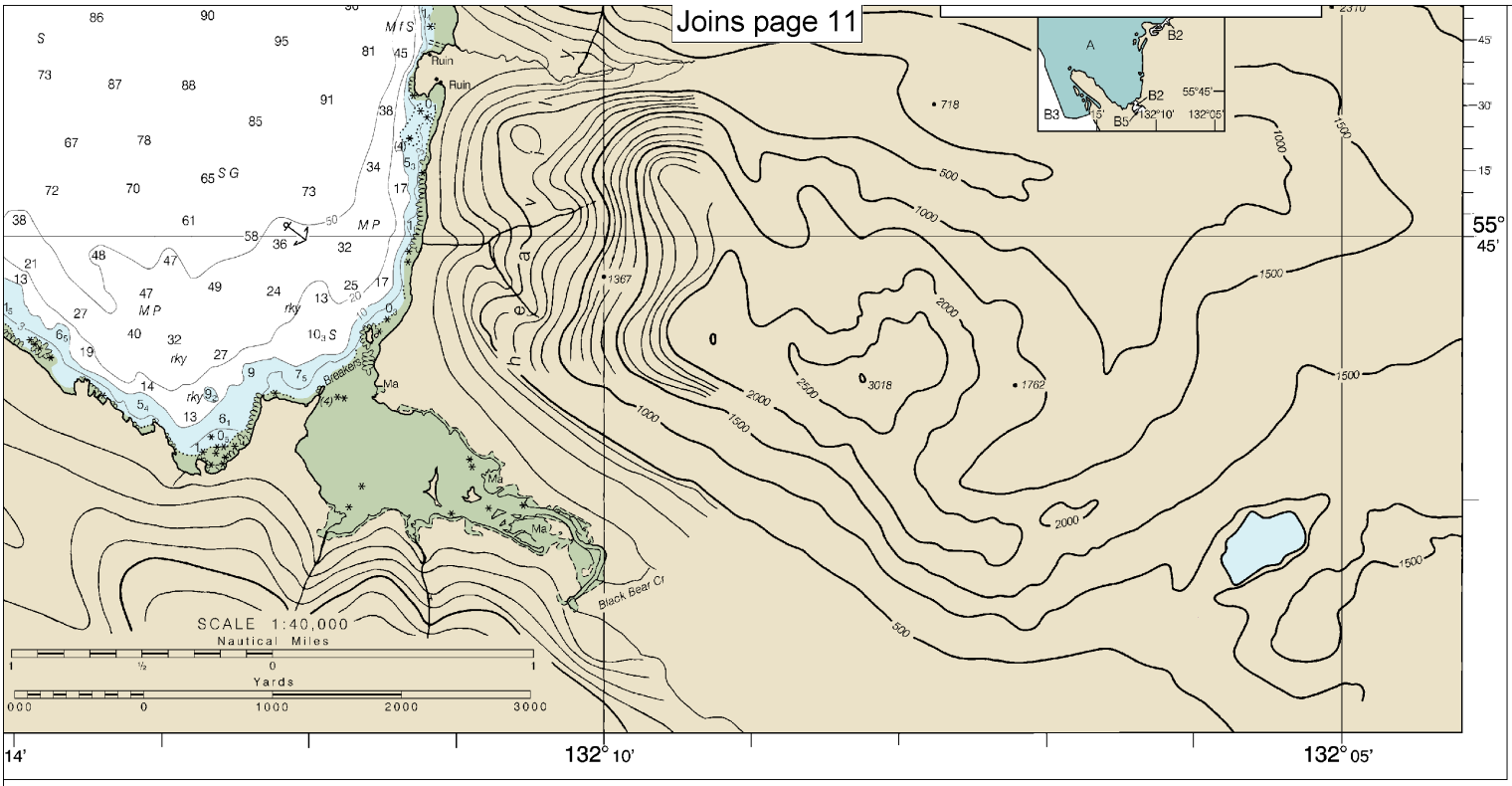
FATHOMS	1	2	3	4	5	6	7	
FEET	6	12	18	24	30	36	42	
METERS	1	2	3	4	5	6	7	8 9 10 11 12 13

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



THE NATION'S CHARTMAKER SINCE 1807

ALASKA - SOUTHEAST COAST

HARBOR CHARTS

LARENCE STRAIT AND BEHM CANAL

Mercator Projection
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Loring, Naha Bay	(55°36'N/131°38'W)	15.7	14.9	1.5
Ratz Harbor	(55°52'N/132°35'W)	15.9	15.0	1.6

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jul 2013)

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

POLLUTION REPORTS

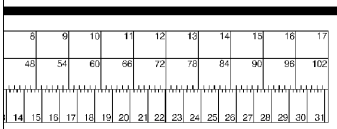
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WIRE DRAGGED AREAS

The area tinted green was swept in 1916 for previously undetected dangers to navigation. All dangers found are shown on this chart.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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